

## TECHNOLOGY ENTERED IN JULY 4TH REGATTA

Institute Crew Will Compete in  
New England Rowing Associ-  
ation Races— Boston Boat  
Clubs to Engage

### PRACTICE TO BE HELD TODAY

After the relative lull in the Institute activities during the period of final examinations, the Technology Rowing Association has come to the rescue by its announcement of several crew races which have been scheduled for this summer. The Fourth of July will witness the first contest, the annual regatta of the New England Rowing Association, in which the Institute will compete against the West Lynn Boat Club, the Shawmut Boat Club, and other prominent rowing associations, in an eight-oar race. The course is laid on the Charles River, over the new survey of the Institute students which was completed about two weeks ago. A mile course, and a mile and a half course were plotted out by students under the direction of Professor Hosmer, the courses starting at the Cottage Farm Bridge and ending in front of the Institute buildings.

In addition to the eight-oar race, Technology will enter in the doubles, as several of the students have shown considerable promise in these events. Cups will be given the men of the winning A race on July 13th, with the West crews in both events of the regatta.

Lynn Boat Club at Lynn, has been arranged, while others are pending with the Farragut and Union Boat clubs of Boston. The members of the crew will meet for practice this afternoon at 5 o'clock, at the B. A. A. boathouse.

Practice has been held regularly on the Charles, but there has been a lack of men out, considering the large attendance at the summer schools. The junior-freshmen, especially should show great interest in the practice, for it will help to prepare them for the Field Day races next fall. It has been decided to count the crew race as five points in the Field Day score because of the interest which was shown in that event last year.

The men who have shown the most promise for the crews so far are as follows: 1. R. Lee '21; 2. B. Sherman '19; 3. J. Falkenberg '19; 4. M. Burroughs '20; 5. A. Wason '20; 6. N. Murdough '19; 7. Ames '19; 8. P. Hackett '19; Cox, Felsenthal '21; or E. Smoley '19. Other men who have shown promise are D. Webster '19, and F. Weiskittel '19.

There are about fifteen men out for the crew at present, but the management expresses the hope to see more men out at the next practice, as some intensive work must be done for the race on the Fourth. Coach Stevens has given considerable time to the crew and has rounded it into pretty good shape.

The officers of the crew are H. J. Daube '19, manager; J. J. Hines '20, assistant manager; E. T. Steffian '21, second assistant manager.

Your common sense will tell you that you cannot buy now all the things you bought before we had a war to win. Your buying must be restricted and your savings invested in War Savings Stamps.

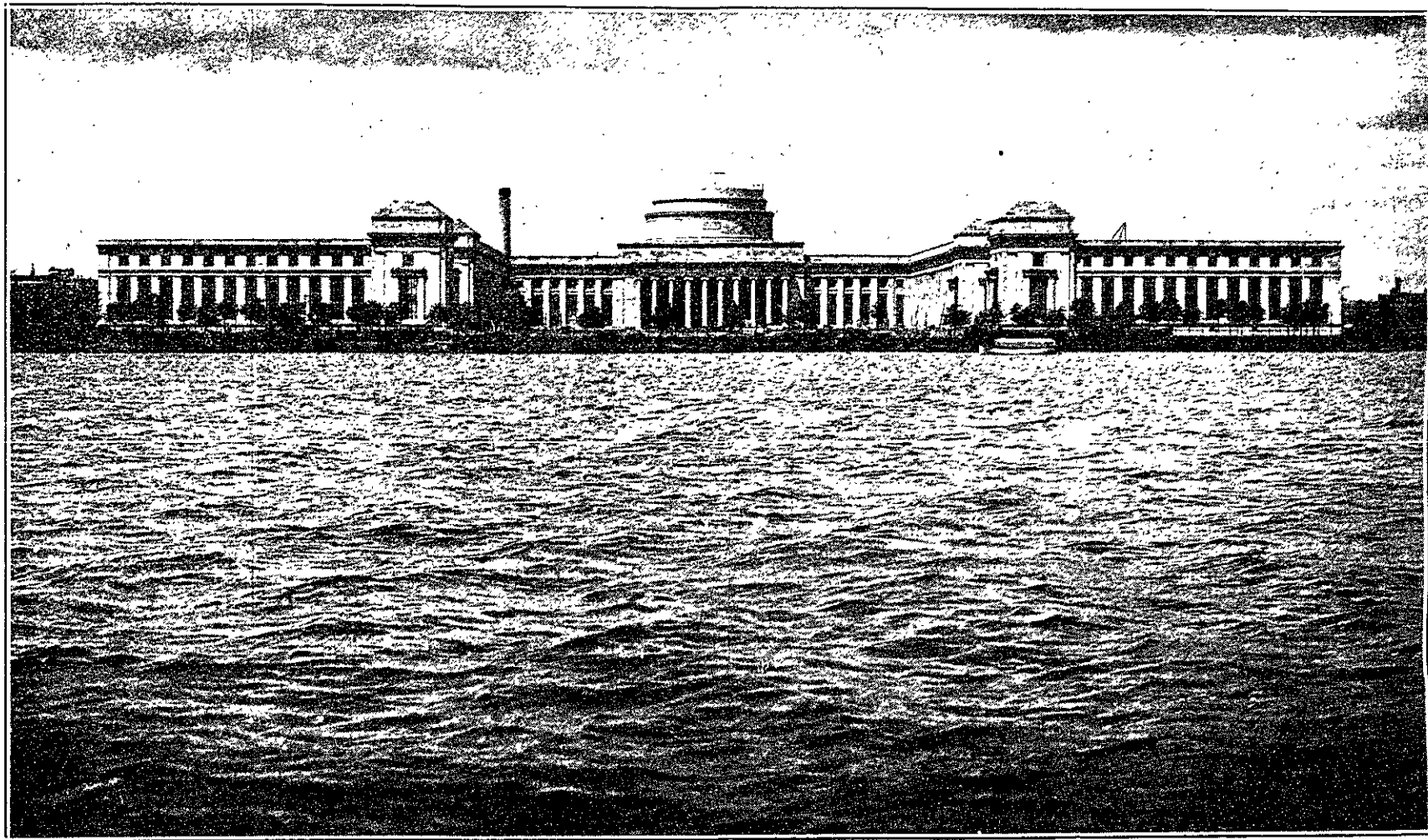
### NEWS MEETING

THERE WILL BE AN IMPORTANT MEETING OF ALL MEN CONNECTED WITH THE NEWS DEPARTMENT OF THE TECH IN THE NEWS OFFICE AT 5.40 O'CLOCK, THURSDAY AFTERNOON, JUNE 27, 1918. NO EXCUSE WILL BE ACCEPTED FOR ABSENCE.

War Savings Stamps help provide that "Force, force to the utmost, force without stint or limit, the righteous and triumphant force which shall make right the law of the world," which President Wilson says must be used.

Don't wait to be urged to join the W. S. S. army. What if our men in the trenches waited to be urged?

## TECHNOLOGY, IN FIGHTING TRIM, SUPPLIES GOVERNMENT'S NEEDS



### TECHNOLOGY FLYER SINKS A U-BOAT IN THE NORTH SEA

Aviators Recommended for Promotion  
After First Success.

Two Greater Boston boys, naval aviators, have been officially credited by the British authorities in charge of the records of the Royal Flying Corps with sinking German submarines by dropping depth bombs while soaring in hydroplanes above the North sea.

Ensign Henry T. Stanley, son of Mr. and Mrs. James H. Stanley of 20 Grey-stone Park, Lynn, and Ensign Paul Ives of Dedham. Both have been recommended for promotion.

Word of the success of the Boston aviators was told by Mrs. Stanley, who received a brief message from her son in which he stated he had been credited with a submarine, as well as Ensign Ives.

Ensign Stanley was one of the first graduates of the Technology Naval Aviation School and has been in England since February.

Lt. H. F. Fuller, stationed at the Naval Aviation School at the Institute stated he had heard that Ensign Stanley had got a submarine. He said this was the first official report of one of the former Technology cadets getting a submarine, although he thought it likely that others have been sunk by former Institute students flying over the North sea with English aviators.

Some weeks ago there was an official English report that ten German submarines had been sunk in the North sea by depth bombs dropped from hydroplanes. Mrs. Stanley, from the date of this dispatch, and from the dates of messages from her son, thinks that Ensigns Stanley and Ives were among the aviators who accounted for these submarines.

Ensign Stanley was educated at the Lynn High School and worked for S. P. Bassett & Co., Boston, as a bond salesman. He enrolled in the Technology Naval Aviation School in April, 1917, and after getting his ground work went South and learned to fly. He sailed for the other side January 13, 1918.

He has been stationed with officers of the Royal Flying Corps at various stations along the English coast, engaged in escorting convoys, hunting for enemy submarines and coast defence work.

In one message he stated he had seen four submarines and chased one to cover. This was before he "got one."

(Continued on page 4)

### W. S. S. CAMPAIGN

Officials Boost Drive Which  
Ends Friday

The War Savings Stamp campaign has scarcely seemed to be under way, yet the last day has been fixed as Friday, June 28, and neither Technology's, Massachusetts's nor America's quota has reached the goal set by the Federal Government. Whether this slackness on the part of the people is due to the unwillingness to give, or whether the cause is simply a lack of interest can easily be determined by the results of the next few days' campaign. The cause for which the War Savings Stamps are being issued must surely be looked upon as a worthy one, if the testimony of the leaders of America is to be believed.

President Wilson says: "Thoughtless expenditures of money for non-essentials use up the labor of men, the products of the farm, mines, and factories, and overburdens transportation, all of which must be used to the utmost and at their best for war purposes."

Samuel Gompers, head of the American Federation of Labor, says: "During the time when we send our young men to the trenches to live a life that grills flesh and nerve, let every man, woman and child who is privileged to remain in free America in physical safety count it a freeman's duty to eat simple food and conserve for our Army and our allies, to wear simple clothes, to avoid unnecessary or unwise expenditures, that we may give to our fighting men and the Government and have resources for the constructive work of the country."

(Continued on page 4)

### TECHNIQUE 1919 NOTICE

Technique 1919 announces that all members of the Class of 1919 must call at once at the Technique office in the second floor of the Activities Building, 75 Massachusetts Avenue, for assignments for Senior Portfolio pictures. Men on the staff of next year's annual will be in the office daily from 12.30 to 1.30 o'clock to arrange for the pictures.

WITH the coming of summer, most of the large educational institutions of the country either close their doors entirely or maintain a few courses for the benefit of a small number of students. But, with the war conditions extant, the old routine has been materially altered, inasmuch as now the halls of learning are rivalling each other in their attempts to serve the cause of democracy by providing schools for training various branches of Government service, both military and civilian.

Foremost among these patriotic, and to say the least, extremely useful schools, is our own Institute of Technology, "first in war, first in peace," first in all that is serviceable to humanity. There are at present ten Government schools at the Institute, not including the United States Reserve Officers' Training Corps courses which are compulsory for all students, and which prepare them for commissions in various branches of the Army. New schools, new buildings, and new men are continually making their appearance in the "Great White City on the Charles"; people daily remark that they do not understand how Technology has been able to cope with the unusual situation and provide necessities and comforts of life in addition to the intensive but thorough technical training for which the Institute has been noted throughout the fifty-seven years of its existence.

What is doing at the Institute this war-summer gives the passer-by on Harvard bridge a new incentive to survey patriotically as well as with sense of esthetic gratification the long line of imposing buildings which have been erected in the name of engineering science on the Cambridge side of the Charles.

The charm of the esplanades on both sides of the river and of the fine skyline which the new Technology makes, has by now become familiar to all New England. The Institute has been termed the most conspicuous educational institution in this section. No other group of buildings, certainly, is seen by so many people, or with so much pleasure.

The scene is one which inspires renewed congratulations to a community whose esthetic development is fast approaching the highest standards of European cities. To the east across the basin fringed by the trees of the parkway rises Beacon Hill with the crowning State House and over and beyond it the gray obelisk of the Custom House tower.

Just why the further shore of the basin, originally a natural location for industries, has been saved from occupation by a vast row of structures of that inelegant modern factory type most people do not know, and the story is too long to rehearse. Enough for the visitor that the sign of its salvation is the new Technology. Here on a site which the late Professor Desire Despradelle, formerly of the Department of Architecture of the Institute, visionary architect as well as inspired engineer, once declared to be "the most ideal in the world for an educational institution."

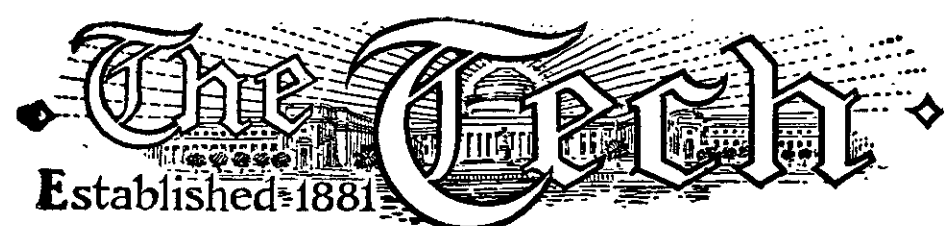
the restful palaces of scientific learning, already rid of that air of newness that remains so long with many American structures, now speak to the world of their purpose.

In creamy forms, masked by the growing verdure of the riverway, the educational group stretches away for quite a distance along the Esplanade; then the classic Walker Memorial tells of preparation for the social life of students, alumni and instructors. In the same quiet tonality, with architectural features reminiscent of Florence, President MacLaurin's house nestles in an angle of the dormitories. The old Shoe and Leather Exposition building on the left flank of the Institute grounds, with its impressive dome, is fitting in its architecture, and the tonality is again taken up, toward Cambridge bridge, by the new laboratory building, erected by A. D. Little '85, an alumnus of the Institute and, in architecture, harmonious with the Technology group.

### War Uses of Buildings.

Alluringly attractive as are the buildings of the Institute, their esthetic interest is eclipsed at the present time by the service which this school of applied science is rendering to the nation in the emergency of a war for democracy. During the summer all these structures

(Continued on page 3)



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The Editor-in-Chief is always responsible for the opinions expressed in the editorial columns, and the Managing Editor for the matter which appears in the news columns.

IN CHARGE THIS ISSUE

Carole A. Clarke '21 .....Night Editor  
Henry L. R. Kurth '21 .....Night Editor

WEDNESDAY, JUNE 26, 1918

PATRIOTISM DEFINED.

TRUE PATRIOTISM is an essential virtue, a necessity, in fact, to Tech men today. It should be their life, body and soul. But—what is patriotism? Is it made up of the statements of what you will do, or is it the proud plain-spoken result of what you have been doing and have done for HUMANITY? For patriotism, TRUE PATRIOTISM, is the perfect answer to the call to duty. It is that which responds to this call, and which willingly forces the body to do ALL that is physically possible, in the line in which it is best fitted, because Someone in authority, Someone who knows, commands its execution. It is the glad adaption of one's will to that of the government (which is really the people), obeying the commands of that government, because they are made for the good of that government, in order that government might live.

Therefore, let us keep in mind Longfellow's words:

"Let us then be up and doing,  
With a heart for any fate,  
Still achieving, still pursuing,  
Learn to Labor and to Wait."  
and as ourselves, "Am I a TRUE PATRIOT?"

APOLOGY.

The last two issues of the TECH have contained in this column editorials criticising the Management of the Walker Memorial. These editorials were based upon the information from supposedly reliable sources, but it seems that the information was reliable only in part. The first of the two in which we argued that the dining service should be rented to private parties for management contained the statements that the electricity used for cooking was furnished free and that the custom to which the dining room operated was extremely fixed and stable. This was untrue. The Dining Service pays the Institute approximately \$900 a month for the electricity it uses, and its custom is subject to severe fluctuations, due to the fact that liberty is sometimes granted an entire flight of aviators without sufficient warning, in which case the food cooked for these men presents a problem. Elaborate precautions, however, are taken to prevent waste as far as possible. Accurate daily reports of the number and character of meals served each day are submitted and the data thus collected is used to determine the number of meals to be prepared.

The second editorial stated that the scale of prices at the Walker had forced the Navy Department to raise the mess allowance of the Naval Aviators. This is not true. The mess allowance of the Naval Aviators is adequate and has not been raised. That it is sufficient for the needs of the men is shown by the fact that upon leaving, the men carry with them from ten to fifty dollars apiece, obtained by cashing unused meal books.

Also statement was made regarding an endowment that the Institute had available for making good any deficit incurred by the Dining Service. This proves to be a myth. On the contrary, as shown by the Treasurer's report, the Institute was obliged to borrow heavily to complete the Walker Memorial and its equipment.

Down in the North End the Italians have raised a banner, stating, "We lead the world in sales of W. S. S." Either these people are more patriotic than the average Technology man, or else they have the advantage of money invested in this way. It's up to you to decide. Anyway, we would advise you to have a few quarters handy on June 28. We have an idea that a lot of us are going to enlist in the W. S. S. army on that day.

LETTER FROM FORE RIVER

The following letter was recently received by THE TECH from its Fore River correspondent:

First of all let me say that Quincy is a mess. The streets seem to be constantly undergoing repairs: the street cars run every half hour—may be—and have a playful habit of jumping the track when one's in a hurry. The jitney busses run on flat tires and in the morning and evening are loaded till they almost bulge. If perchance one ventures to take a trip in one of them, you can inhale a breakfast of garlic and other delicacies of southern and central Europe. Then too, although I regret to confess it, there seems to be a forty inch vacuum so far as good looking girls go. It is a hard life for us, old man, but what are the odds, I presume that it is all part of the wonderful experience that the shipbuilding committee promised us. We are not actually living in Quincy, but right down on the beach out in North Weymouth. It is the prettiest little spot in God's green world. You know the kind: gentle zephyrs, sea bathing, golden sunsets, etc., ad infinitum. It is perfectly splendid excepting that the cook will have to shake a leg if he wants to keep pace with my appetite.

"By the time you get this letter all the fellows, excepting the Summer School crowd will be here; that is, about thirty fellows. There was a slip-up somewhere, because instead of being shipfitters' helpers at 42-1-2 cents per hour, they are passing rivets at 30 cents. The fellows do not like it a bit and they are undoubtedly justified in crabbing a little. I called up the big boy at the yard here and asked him about it. He told me that if the fellows didn't like it they could get out and go some place where they could do as they wished. He was really very emphatic about it so I crawled into my hole, pulled the hole in after me and decided to forget that I ever saw Technology. Now, I will tell you why I decided that way. In my childish, innocence and youthful glee I fondly thought that as valiant pursuers of elusive x's and dy's, etc., we would be favored by the kindly aid of a gentle and motherly employer. You know what I mean—that we would be whisked up to fame and fortune in the elevator of success; but let me tell you one thing the elevator is not running yet and we all, even Institute men, have to use the splintery, grimy, old ladder that Dad used to talk about. I truly hope that the fellows don't get cold feet. It looks bad you know. We can't always do the same joy-ride pace that has spoiled so many of our promising youths and if we have hit a rough spot down at Fore River it is up to us to either get out and push or go around it—Abe Lincoln's old stuff. For my own part I am quite satisfied; there is a chance to make big money here; if we use our peepers we can see all that we will ever need about actual ship construction; and still further we can learn much about what and what not to do in the operation of a large industrial plant. I understand that after thirty days those of us who stick will be placed in the departments for which we are best fitted and given a more encouraging wage. That is fine, but if a fellow will operate his think tank a little and show that he is a mobile creature and not a vegetable, he will not have to wait. Passing rivets is about the poorest job in the yard, it is not hard, but cheap and nasty. I passed rivets just three days, now I am doing something else, but that is all I may say—I cannot divulge the secrets hidden in the bosom throbbing under my filthy overalls.

About the yard—I can only describe it as the Jew describes his wife, "fine, fat, big, heavy." There is a plenty of noise, plenty men, lots of muck, and here and there a ship or two. As a matter of fact, in the short time that I have been here I have not had the opportunity to give the whole place a thorough once-over. We only have 30 minutes for lunch and my only chance to look around is 10 minutes of that 30 after I have devoured my frugal repast: two sandwiches, a piece of cake and half a pint of tea; the sandwiches are so thin that I am tempted to believe that they are subjected to anti-fat treatment. However, such is life in a big shipyard, eh what! There is much of intense interest for me, though, and I have noted many things where a slight change in the method of operation, or system of management would double the triple the speed, facility and efficiency of the process. But I will not bore your learned readers with these sordid details because in the first place they would not believe me, and secondly I intend to use these observations myself some day.

"Well, it seems to me that I have said enough for one column anyhow. My pen is acting like a spider with rheumatism in the legs so I must soon close. I intend to see the job through and I'll give you a paragraph occasionally."



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## TECHNOLOGY'S WAR SERVICE

(Continued from page 1.)

which line the riverway are dedicated directly to war service.

Here in spacious rooms whose original purpose was civil engineering, the Technology School of Military Aeronautics has its barracks, its headquarters and its class rooms. In the Walker Memorial, which in peace times is to serve as an all-Technology clubhouse, there are berthed the young men of the Technology Naval Aviation Detachment. Between these buildings its surface lately levelled and prepared, is one of the drill fields for several thousand men. Behind the Memorial are the fences enclosing the tennis courts, and beyond are the dormitories housing a goodly share of the 600 regular students registered for study in the summer school.

A busy school, indeed, will be this "West Point of Applied Science" through the months when school and college are normally dull.

One is almost at a loss where to attack this story of the patriotic and useful service of Technology, for the lines of this service have been very diverse. The first principle in the whole matter is that modern war utilizes every resource of engineering and scientific knowledge. This war is in fact, as John Ritchie, Jr., Director of the Institute's news service, has brought out, the most tremendous engineering problem that this earth has ever seen.

"Technology," says Mr. Ritchie, "has been teaching engineering for the past fifty years, and has been a most important factor in the advance of methods of teaching. The demands of engineering include flexibility, for no one knows what the next problem of the engineer may be; the Institute was, therefore, in the beginning both technical and flexible, and this meant much to the Government in Washington, which has found that what was wanted was furnished."

### Technology Always Ready

How years of preparation have found this Bay State engineering scheme ready to aid the Government in its prosecution of a world war, appears in even the slightest sketch of activities of this July over the basin.

First the call was for a school for military aviators.

In two weeks this was ready for students. Barracks were required; and at once civil engineering gave up its museum and library room, its large auditorium and its draughting room, splendid halls looking out upon the bridge and the river. Here, from that day to this there has been a never failing supply of Army aviators and numbers of men "Over There," already in the air and taking their toll of the Boches, and, sad to say, paying toll from time to time, all coming from the Technology S. M. A. The men studied in the laboratories and class rooms facing the river and the Grand Court, they drilled on Tech Field, they rested on the cool grass of the parkway by the basin, and from a school fitted for the purpose of a special training they have gone forth to serve. During the present summer large squads of them will be undergoing training at Technology.

Next it was the Navy that asked for what which the Institute was so ready to furnish, and through the pleasant weeks of last summer the school for naval ensigns was homed in the other wing of the Institute that faces the river. The barracks of the men were in the pylon bearing the name of Newton, they slept in the rooms devoted to the department of drawing, and listened to lectures in the class rooms of general studies. It was a happy summer for these men, but the space needs of the school became too great for Technology with its other schools.

### Aviators Quickly Housed

For the Navy, realizing how well laboratories and instructing staff fitted the requirements of embryo aviators, requested the Institute to establish a school for it, and this was done. Three days was the time that President MacLaurin required from the receipt of the request to the telegram to the Navy department announcing that the school was ready. This was to be a large school and one demanding the use of laboratories, while the ensigns did not, so the latter group was moved to Harvard, where at the time there was abundant room for the school to develop.

Just in the nick of time, when the Naval aviators were knocking at the door the Walker Memorial was finished. This was to have been a club house for all connected with the Institute, and for a dozen years its establishment had been looked forward to by the Alumni.

It seemed a patriotic duty to turn the club house over to Uncle Sam, and here, therefore, are quartered at the present time as many of the Naval men as it will hold. The great banquet hall is dining room for all the groups, including the civilian students of the Institute

but the rest of the Memorial is devoted to Naval Aeronautics. The lounging rooms are the administration offices, the galleries of the great hall, the upper rooms and the vast gymnasium at the top of the building are dormitories, while the bowling alley and billiard room are storage places for the dunnage of the sailors.

### Late Changes

To provide for the uses of these schools the water front has seen important changes of late. Hardly a day goes by when some new construction does not come into notice. Last winter it was an Army airdrome, a month later it was the clubhouse for Naval men; next it was new barracks for the Naval aviators and now it is hangar and practice shed for the same group. Meanwhile the drill fitted between the educational group and the Walker Memorial has been graded and prepared. A flag-staff here flings the colors of the nation to the breeze, at its foot there has sprouted almost in a night the bandstand from which alternately the music of Army and Navy will be played for the public. On the river front itself, supplanting the modest wharf established for the landing of the phantom ship the Bucentaur, that glorious evening of the masque at the dedication, is the new one with berths for a dozen cutters, which during the coming summer will serve to keep the basin alive with aquatic movement.

The pedestrian over the bridge until this spring has always been struck by the discontinuity of the Technology line down the river.

Between the educational structures and the Walker Memorial the ungainly outlines of distant factory structures were all too apparent. Little by little these are losing their oppressiveness, for one after the other in gradations rise the bandstand, the clubhouse and the other new buildings to cut other structures from the view or drive them into the background while numerous smaller Government buildings sprung up Aladin-like in a single night, mask the distant views as one passes along Massachusetts avenue.

One hundred and fifty thousand dollars' worth of wooden buildings have been erected for the needs of the aviators, army and navy, to say nothing of the commandeering of the Tech Block opposite the Institute for use as a receiving ship. Here the wide space of four or five acres along the avenue is a drill field early mornings for the newly enlisted men in the Navy, and afternoon it is the scene of many a closely-contested game of baseball between Army and Navy men.

### Marine Aviation School

A new aviation school was opened at the Institute last Monday as a branch of the Marine Corps. The course comprises two weeks' training on board the receiving ship "Pavilion," followed by eight weeks instruction at the Technology Marine Aviation School in the Walker Memorial. The majority of the candidates are college men, although men familiar with gas engines are also accepted. Men between 20 and 30 years old and under 165 pounds are eligible, those of athletic build being preferred. Twenty-five men are to enter every two weeks from the receiving ship with the rank of Gunner's Sergeant. The school will expand at this rate until it contains 250 men.

On completing their course here the aviators will be sent South to Miami, where they will learn to fly, scout, reconnoiter and give battle. After staying there about a month the men will be commissioned second lieutenants and sent across to the front, where they will confine themselves to land operations, fighting alongside of the Army.

Thus Technology is fostering one more weapon with which to defeat the Hun and she looks to her graduates to swell its ranks.

### The Fruit Of Preparedness

"Wonderful Technology" was the title of a striking article which Rollin Lynde Hartt wrote in the first year of the century, describing the alertness of various departments to keep in advance of current scientific progress. Technology men now have a right to point to the value of this progressiveness which has often brought financial problems.

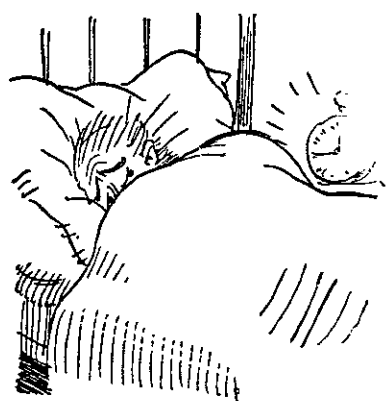
For twenty-five years, for example, the Institute has maintained almost the only school of naval architecture in the country. With the decline of American shipbuilding there was comparatively little demand, except in England, for men with this training, but the Institute said, "There will infallibly come a time when there will be a need in the United States for naval architects, and they must be ready."

When the emergency came upon the country the whole output of the Institute, half a dozen men annually for the past twenty years, rushed to fill the gap. In the United States Navy there is practically no naval constructor of less than fifty years of age who is not a Tech-

(Continued on page 4)

# Wake

# Up



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Iso Amyl Acetate C. P.  
Iso Amyl Alcohol C. P.  
Wood and Metal Lacquers  
Leather Renovators  
Leather Substitute  
Solutions  
Mantle Dips  
Nitro Cake  
Nitrobenzol  
Parlodion

Patent Leather Solutions  
Pegamoid Aluminum  
Paint  
Pitch  
Pontar—Road Tar  
Pontoklene—Tar  
Remover  
Py-ra-lin Enamels  
Refined Aceton Oil  
Refined Creosote  
Refined Fusel Oil  
Salicylic Acid  
Shingle Oil  
Sodium Acetate  
Solvent Naphtha  
Solvent Thinners  
Split Leather Solutions  
Special Pyroxylin  
Solutions  
Sulphanilic Acid  
Waterproof Cement  
Wood Preservatives

**Du Pont Chemical Works**

Equitable Bldg.

New York, N. Y.



